

# **Culture**

## **Workshop**

### **Aviation Culture Workshop**

- Sponsor: Naval Safety Center
- Facilitators: 13 Navy/Marine Reserve, 3 Navy/Marine Active
- Completed FY-06: 81 (140/yr goal)
- Reason for shortfall: Manpower
- Cost FY 06: \$43,000 (TAD Funds)

- Sponsor: COMNAVSURFFOR
- Facilitators: 2 Navy Reserve, 14 under training
- Completed FY-06: 4 (49/yr goal)
- Program in process of stand up
- Cost FY 06: \$12,000 (TAD Funds)

### **Submarine Culture Workshop**

- Sponsor: COMNAVSUBFOR
- Facilitators: 3 Navy Reserve
- Completed FY-06: 2 (32/yr goal)
- Still a pilot program. Looking for demonstrated ROI before full implementation.
- 6 to 10 pilot workshops in FY-07

### **Commander's Warrior Workshop**

- Sponsor: CMC SD
- Facilitators: 4 Marine
- Completed FY-06: 10
- Still a pilot program operating under a draft MCO.
- Cost FY 06: \$12,000 (TAD Funds)



# ORMAS

## Operational Risk Management Assessment

**Objective Description:** Provide an automated means of compiling, weighting and displaying safety readiness/posture metrics and trends for a squadron, ship or unit.

**Performance Measure:**

- Process** - Capture performance data from existing sources, collate and analyze measures with an eye toward leading safety and risk management metrics, and display the results to various levels of leadership to identify hazards and control risk. System should feed DRRS with a safety and risk management component to readiness.
- Outcome** - Identify and quantify leading risk indicators for effective risk management.

**Return on Investment:** In a preliminary look at FY-04 F/A-18 Class A flight mishap cause factors, ORMAS would have pointed to causes in 4 of 11 mishaps, and areas of concern in 4 more. Avg loss of F/A-18 Class A approx \$40 million. Potential ROI for this test better than 100:1

**Lead:** Naval Safety Center, Norfolk Virginia  
**Objective Assessment:** Green

**Current Status:**

Green

Naval Safety Center, working with Northrop-Grumman and HM-14, developed a demonstration ORMAS version. Follow-on work continues refinement of program with test squadrons (HM-14 and HM-15, MH-53s), begin the transition to a more robust database tool capable of all DoD level application, and expand the scope within rotary wing aviation to include multiple squadron utility in joint service platforms (H-53 and H-60). Initial test involves aviation units, however the concept is applicable to any organization tracking safety related data.

System	Action	Target Date	Actual Date	Lead
	Build ORMAS structure	April 30, 2006	April 30, 2006 Complete	NAVSAFECEN/HM-14
	Populate ORMAS with real Data	June 1, 2006 Ready for OSD Demo	June 1, 2006 Complete and on going	NAVSAFECEN/HM-14
	Demo project for DASN-S and OSD	First week of June, 2006	Complete	NAVSAFECEN/HM-14
	Begin Phase II work	Oct 2006		NAVSAFECEN/HM-14, HM-15, FAA

**Key Actions:**

- HM-14 demonstrating proof of operational utility and identifying key unit level safety and risk management metrics.
- Automated multiple source data collection for single source analysis.
- Introduced science-based review and input of human factors data with Naval Postgraduate School and Navy and Marine Corps School of Aviation Safety (human fatigue via FAST).

**Ongoing:**

- Exploring future data source inputs (MFOQA, PFDCS, Climate Survey).
- Refining validity of safety metrics.
- Joining in complementary effort with FAA to put validity weighting to metrics via Expert Choice software.
- Working toward conversion to more robust database environment.
- Working toward exploration of data sources and compatibility in joint-use platforms (H-53: USN, USMC, USAF; H-60: USAF, USA, USCG)

